



County of Los Angeles CHIEF EXECUTIVE OFFICE

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SACHI A. HAMAI
Interim Chief Executive Officer

May 26, 2015

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To: Mayor Michael D. Antonovich
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From: Sachi A. Hamai
Interim Chief Executive Officer

A handwritten signature in dark ink, appearing to read "Sachi A. Hamai", is written over the printed name and title.

SACRAMENTO UPDATE

Executive Summary

This memorandum contains reports on the following:

- **Pursuit of County Position on Legislation**
 - **Pursuit of County Position to Support AB 1205 (Gomez).** This measure would create the California River Revitalization and Greenway Development Act of 2015, and establish a grant program for multi-benefit projects on or adjacent to riparian corridors. Therefore, unless otherwise directed by the Board, consistent with existing policy to support proposals to fund grants for projects that link watershed management, environmental restoration, recreation, open space, and beach improvements, **the Sacramento advocates will support AB 1205.**
 - **Pursuit of County Position to Support SB 254 (Allen), if Amended.** This measure would establish procedures for the administrative relinquishment of State highway segments that do not serve an interregional purpose. Therefore, unless otherwise directed by the Board, consistent with existing policy to oppose legislation to relinquish State highways to local agencies without the State first restoring them to good repair, and unless a determination is made by the affected local agency that the roadway has general need for traffic circulation, **the Sacramento advocates will support SB 254, if amended.**

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Pursuit of County Position on Legislation

AB 1205 (Gomez), which as amended on May 5, 2015, would create the California River Revitalization and Greenway Development Act of 2015, and establish a grant program for multi-benefit projects on or adjacent to riparian corridors. Specifically, the bill would require the State Natural Resources Agency (Agency) to:

- 1) establish a grant program for eligible applicants to develop projects on or adjacent to riparian corridors that assist the State in implementing the California Global Warming Solutions Act of 2006;
- 2) prioritize funding from this program for projects that provide the greatest level of the specified co-benefit, including improved stormwater retention, habitat protection and wildlife corridor improvements, access to parks or urban greening projects, reductions in vehicle miles traveled, and job training and workforce development for disadvantaged youth and veterans; and
- 3) prioritize funding from this program for projects that are consistent with parkway, greenway, or urban greening plans; leverage moneys from the Water Quality, Supply, and Infrastructure Improvement Act of 2014 (voter-approved Proposition 1 of 2014); or provide recreational access to a major metropolitan area of the State.

The bill would also create the CalRIVER Fund in the State Treasury, into which the Legislature may transfer moneys from bond proceeds and special funds, including, but not limited to, river parkway and urban creek programs and the Greenhouse Gas Reduction Fund (cap-and-trade). Moneys in the fund would be available upon appropriation by the Legislature.

The California Global Warming Solutions Act of 2006 designates the California Air Resources Board (CARB) as the State agency charged with monitoring and regulating sources of emissions of greenhouse gases. The CARB is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. Existing law also requires that funds received from the State's Cap-and-Trade Program be deposited into the Greenhouse Gas (GHG) Reduction Fund and appropriated by the Legislature for investments that reduce GHG emissions associated with water use and supply, land and natural resource conservation and management, forestry, and sustainable agriculture.

The Department of Public Works (DPW) reports that AB 1205 would provide an important funding mechanism for projects that are on or adjacent to riparian corridors that integrate stormwater, natural resource improvements. According to DPW, this measure would also help reduce vehicle miles travelled by improving transportation mobility through pedestrian, bicycle, and public transit systems. The DPW reports that the Los Angeles County Flood Control District and the Unincorporated Areas Stormwater Program could compete for grants to fund projects that provide multi-benefits such as improved water supply and water quality, improved stormwater retention, recreational access, and habitat protection.

The Department of Public Works indicates that because projects funded through AB 1205 would have to be consistent with parkway, greenway or urban greening plans, as well as the California Global Warming Solutions Act of 2006, the bill would support the County's ongoing work to revitalize and connect communities along the County's rivers. This measure would also provide transportation alternatives, recreational amenities, and promote healthy, active lifestyles through the establishment of greenways.

This office and the Department of Public Works support AB 1205. Therefore, unless otherwise directed by the Board, consistent with existing policy to support proposals to fund grants for projects that link watershed management, environmental restoration, recreation, open space, and beach improvements, **the Sacramento advocates will support AB 1205.**

AB 1205 is supported by the L.A. River Revitalization Corporation. The bill is opposed by CalTax.

The bill is currently in the Assembly Appropriations Committee Suspense File and will be considered by the Committee on May 28, 2015.

SB 254 (Allen), which as amended on April 22, 2015, would establish procedures for the relinquishment of portions of the State highway system without explicit legislative authorization. Specifically, this bill would:

- 1) Authorize California Transportation Commission (CTC) to relinquish a portion of a State highway to a city or county, if the segment is within the boundaries of the local agency, and the segment is not an interstate highway or a part of the interregional road system;

- 2) Prohibit CTC from relinquishing a segment of State highway until the Department of Transportation (Caltrans) has entered into an agreement with the recipient agency and has placed the highway in a state of good repair;
- 3) Delete the requirement that good repair includes maintenance;
- 4) Require Caltrans, by April 1, 2016, and every two years thereafter, to report to CTC on which highway segments primarily serve regional travel rather than facilitating interregional movement of people and goods, identify which routes and segments are the best candidates for future relinquishment, include aggregate costs of future maintenance and preservation of each route; and
- 5) Require CTC to compile a list of relinquished State highway segments in the previous 12 months and include this information in its annual report to the Legislature.

Under current law, Caltrans is in full possession and control of all State highways. Existing law establishes a process for adoption of a highway on an authorized route by the CTC and for the CTC to relinquish to local agencies State highway segments that have been deleted from the State highway system by legislative enactment. Currently, the CTC is prohibited from relinquishing segments of the State highway to a city or county until Caltrans has placed the highway into a state of good repair and maintenance, which as defined, includes litter removal, weed control, and tree and shrub trimming.

The Department of Public Works reports that SB 254 would remove the provisions of current law which allows the CTC to relinquish a portion of a State highway to a local government through legislative enactment. Under legislative enactment, the State is required to place the State highway into a state of good repair, and there is no process for the local agency to agree to or protest the proposed relinquishment. DPW indicates that SB 254 would replace the legislative enactment process with a procedure where Caltrans, no later than April 1, 2016, would biannually identify routes that are candidates for relinquishment because they are primarily used for regional travel and do not primarily facilitate interregional use. The DPW notes that Caltrans would be required to prepare aggregate estimates for future maintenance and preservation costs for these portions of highway. DPW reports that SB 254 would authorize the CTC to relinquish a portion of a State highway to a county or city, if the department and the county or city concerned have entered into an agreement about the condition or state of the relinquished portion of the State highway at the time of its transfer and financial terms for the relinquishment. The bill would also require the CTC to hold a public hearing on the proposed relinquishment.

The Department of Public Works reports that while SB 254 provides that relinquishment of a portion of a State highway to a county or city cannot take place unless the State and local agency enter into an agreement, the bill allows Caltrans to unilaterally identify the routes or segments that are the best candidates for relinquishment. **The DPW recommends that the bill be amended to instead allow the affected local governments to: 1) collaborate with Caltrans to identify which routes and/or segments would be good candidates for relinquishments; and 2) concur with those recommendations.**

The Department of Public Works also indicates that SB 254 would modify the definition of state of good repair in the Streets and Highways Code to remove maintenance which includes, litter removal, weed control, and tree and shrub trimming to the time of relinquishment. **The DPW recommends that the definition of maintenance not be modified.**

This office and the Department of Public Works support SB 254, if amended, as noted above. Therefore, unless otherwise directed by the Board, consistent with existing policy to oppose legislation to relinquish State highways to local agencies without the State first restoring them to good repair, and unless a determination is made by the affected local agency that the roadway has general need for traffic circulation, **the Sacramento advocates will support, SB 254, if amended.**

There is no registered support for or opposition to SB 254 on file.

SB 254 is currently the Senate Appropriations Committee Suspense File and will be considered by the Committee on May 28, 2015.

We will continue to keep you advised.

SAH:JJ:MR
VE:AO:ma

c: All Department Heads
Legislative Strategist
Local 721
Coalition of County Unions
California Contract Cities Association
Independent Cities Association
League of California Cities
City Managers Associations
Buddy Program Participants